

**Agency: Commerce, Community and Economic Development****Grants to Municipalities (AS 37.05.315)****Grant Recipient: Wasilla****Federal Tax ID: 92-6010143****Project Title:****Project Type: New Construction and Land Acquisition**

# Wasilla - Airport Access Road

**State Funding Requested: \$3,100,000****House District: 14 / G**

One-Time Need

**Brief Project Description:**

This request will fund construction of a new access road to the Wasilla Municipal Airport.

**Funding Plan:**

Total Project Cost: \$3,480,000

Funding Already Secured: (\$380,000)

FY2012 State Funding Request: (\$3,100,000)

Project Deficit: \$0

**Detailed Project Description and Justification:**

This project will follow the Wasilla Airport Master Plan to construct a new access road from S. Mack Drive approximately 0.9 miles. The new road will be a 2-lane paved arterial. The current access road extends outside city limits and travels through two residential subdivisions. The new road will reduce the travel distance by 2 miles, improving access and emergency response from downtown Wasilla.

**Project Timeline:**

2011-2013

**Entity Responsible for the Ongoing Operation and Maintenance of this Project:**

City of Wasilla

**Grant Recipient Contact Information:**

Name: Archie Giddings  
Title: Public Works Director  
Address: 290 E. Herning Ave  
Wasilla, Alaska 99654  
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Has this project been through a public review process at the local level and is it a community priority? ☒ Yes ☐ No









5. A seaplane base does not appear feasible at Lake Lucille, Lucille Creek, Jacobsen Lake, or on the airport because of high cost and/or lack of public support.
6. Relocate the primary airport access road to the east side of the airport to improve access, land transportation efficiency and business activity.
7. Protect future runway protection zones (RPZs). RPZs should be controlled by aviation easements or purchased to avoid future encroachments into areas needed for airport development.
8. The FAA has provided, through the Airport Improvement Grant Program, grant funding for the purchase of existing snow removal equipment for the exclusive use of the airport. The City is required to maintain this exclusivity distinction in order to remain in grant compliance with the airport grant agreements.
9. Develop an Air Operations Zone around the airport to assure that existing and future homeowners and developers are fully aware of the noise and activity implications with living next to this growing airport.
10. Continue to work with the FAA Airports Division to de-conflict airspace around the airport to make way for future precision instrument approaches.
11. Where practicable, purchase aviation rights to nearby properties that have existing runways that conflict with the Wasilla Airport airspace.
12. Implement the capital improvement plan set forth in this report. Re-assess the airport project needs and priorities each year and adjust the capital improvement plan as necessary each year to reflect the City's updated objectives.
13. Implement the pavement management plan set forth in this report and perform seasonal pavement crack sealing and repairs to maximize the useful remaining life of pavement systems.

### **2.2.7. Object Free Area**

The Object Free Area (OFA) is a two dimensional rectangular area centered about the runway, taxiway, or taxilane that must remain clear of all objects people, equipment, terrain, natural growth, and parked aircraft. Only frangible equipment fixed by function or maneuvering aircraft are permitted in this area. The existing Runway OFA for Wasilla is 500 feet wide and extends 600 feet beyond runway end, which meets B-II standards.

## **2.3. Landside Facilities**

Landside requirements include airport buildings, aircraft maintenance buildings, terminal facilities, plus airport-related revenue generating property.



### **2.3.1. Primary Airport Access Road**

The airport is connected to the Parks Highway with approximately 1.2 miles of paved roadway that was constructed in 1992. The two-lane road is narrow with no shoulders and is in poor condition with undulations caused by an inadequate pavement section over poor soils. Speed is limited to approximately 25 miles per hour due to the roadbed settlements. The intersection at the Parks Highway is a stop sign. Average daily traffic on the Parks Highway is 15,510 vehicles. Access onto the Parks Highway has poor line of site because of its location on a horizontal and vertical curve. The intersection is located in a 55 miles per hour speed zone. Airport traffic from Wasilla must backtrack approximately 1.5 miles to get to the airport. The existing airport access road is also the primary access to a growing residential subdivision.

### **2.3.2. Circulation and Parking**

Once on the airport property, roads are in good condition and traffic flow is satisfactory. No separate vehicle parking is provided at aircraft tie-downs. Vehicle parking at the lease lots and hangars is provided by the leaseholder.

### **2.3.3. Passenger Terminal**

Wasilla currently has no passenger terminal.

### **2.3.4. Air Cargo and Mail Handling**

Wasilla currently has no air cargo or mail handling facilities.


### **2.3.5. Airport Buildings**

Approximately 7 buildings have been constructed on the Wasilla Airport. Three are hangars. Three buildings house airport-related businesses and one structure is the City airport maintenance equipment building. Users lease airport tracts directly from the City of Wasilla.



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**Near Term Projects (0 to 5 years)**

1. *Construct Security Improvements, Phase I.* This project included the design and construction of two new electronic security gates, two new pedestrian gates and two remote security cameras at the general aviation apron. (*This project was completed in 2003*).
2. *General Aviation Apron, Taxiway and Lease Lot Development- Phase IA.* This project includes acquiring approximately 70-acres of additional property for future apron expansions, and expanding the existing GA apron and taxilanes west.
3. *Purchase SRE Equipment.* This project includes the purchase of needed snow removal equipment including the upgrading or replacement of existing snow removal equipment. Equipment needs include one replacement snow blower; one motor-grader with attachments to clear the airport operating surfaces, aprons and access road; one 20-foot wide bull blade with side blade attachments; one sand dispersal truck; one snow removal broom attachment for front loader; and one replacement front loader with quick connect capabilities.
4. *Expand Existing SRE Building.* This project includes expanding the existing snow removal equipment and sand storage building to accommodate new equipment.
5. *General Aviation Apron, Taxiway and Lease Lot Development- Phase IB.* This project includes extending Taxiway C northward, constructing access roads and expanding lease lots.
-  6. *Construct Primary Airport Access Road.* This project includes the construction of 0.8 miles of new two-lane paved primary airport access road between South Mack Drive and Beacon Street.
7. *Construct STOL Runway, Taxiway and Apron.* This project includes constructing a 2,000-foot Short Take-off and Landing (STOL) runway for tundra tire and ski operations; constructing portions of Taxiway B, and constructing a gravel STOL aircraft parking apron.
8. *Construct Parallel Taxiway Phase I.* This project includes extending the existing Taxiway B to Taxiway H at the north end of Runway 3-21 and constructing Interlink Taxiway H between Taxiway B and Runway 3-21. Work would also include paving, medium intensity taxiway lighting and striping.
9. *Construct Utility Improvements.* This project includes construction of on-airport utilities including water and sewer system extensions to airport lease lots. This work would include construction of backbone sewer mains, sewer lift stations, water mains and fire hydrants to improve fire flows at the airport.
10. *Construct Runway 321 Navaid Improvements.* This project includes new Runway End Identifier Lights (REIL) for Runway 3/21, and a new Precision Approach Path Indicator for Runway 21.